

lowed for, while those who have dealt with all the banks are greatly inconvenienced in cashing cheques, etc. should advise the authorities to settle matters fairly and squarely, and not advise to immediately remedy the situation. The loss attendant on a new issue will be more than compensated by the profits which will accrue from a better service to the customer.

NOTICES TO CONSIGNEES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SWANSEA, LIVERPOOL AND SINGAPORE.

THE Company's Steamship *Surf*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 28th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods to be left in the Godowns, where they will be examined on TUESDAY, the 28th Instant, at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th Instant will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, September 27, 1897. 188

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HOEDDA, ADEN, KURRAOHE, COLOMBO, PENANG & SINGAPORE.

THE Steamship *Giela*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery may be obtained.

This Vessel brings on Cargo:— From CALCUTTA, ex s.s. *Pollice* transhipped at Colombo. From TRIESTE, ex s.s. *Imperator* transhipped at Bombay. From VENICE, ex s.s. *Carolina* and *Fris*, transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given before Noon, To-morrow.

No Cargo ex s.s. *Imperator* will be delivered before Average Bond is signed by Consignees.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th Instant will be subject to rent.

Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, September 19, 1897. 1862

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *BRINDISI*.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, September 19, 1897. 1870

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *MIRZAPORE*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:— From LONDON, ex s.s. *Oceana* and *Scotia*. From AUSTRALIA, ex s.s. *Palatia*. From PERSIAN GULF, ex s.s. *Perla*, *Perla*, and *Perla*. From MANILA, ex s.s. *Manila*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 24th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, September 18, 1897. 1877

NOTICE TO CONSIGNEES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FROM SWANSEA, LIVERPOOL AND SINGAPORE.

THE Company's Steamship *Surf*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 28th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods to be left in the Godowns, where they will be examined on TUESDAY, the 28th Instant, at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th Instant will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, September 27, 1897. 188

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HOEDDA, ADEN, KURRAOHE, COLOMBO, PENANG & SINGAPORE.

THE Steamship *Giela*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery may be obtained.

This Vessel brings on Cargo:— From CALCUTTA, ex s.s. *Pollice* transhipped at Colombo. From TRIESTE, ex s.s. *Imperator* transhipped at Bombay. From VENICE, ex s.s. *Carolina* and *Fris*, transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given before Noon, To-morrow.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Hailong*, will be despatched for the above Ports TO-MORROW, the 28th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers, Hongkong, September 22, 1897. 1890

FOR VLADIVOSTOK VIA CHEFOO.

The Steamship *Osaka*, Captain PEDERSEN, will be despatched as above on THURSDAY, the 23rd Instant, at 3 p.m.

For Freight or Passage, apply to CHAI KEE & Co., 83, Praya Central, Hongkong, September 14, 1897. 1846

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Tokio Maru*, Captain E. W. HAWES, will be despatched for the above Ports on FRIDAY, the 24th Instant, at 4 p.m.

This Steamer is fitted with Superior Passenger Accommodation and carries a duly-qualified Doctor and a Stewardess.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Hongkong, September 10, 1897. 1809

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR KOBE AND YOKOHAMA.

The Co.'s Steamship *Osaka Maru*, Captain J. H. GOING, will be despatched for the above Ports on FRIDAY, the 24th Instant, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Hongkong, September 17, 1897. 1890

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Osaka Maru*, Captain OSTERMANN, will be despatched for the above Ports on SATURDAY, the 25th Instant, at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents, Hongkong, September 17, 1897. 1863

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY.

The Co.'s Steamship *Osaka Maru*, Captain E. W. HAWES, will be despatched for the above Ports on TUESDAY, the 28th Instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Hongkong, September 17, 1897. 1861

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR KOBE AND YOKOHAMA.

The Co.'s Steamship *Kanagawa Maru*, Captain J. MACKESSIE, will be despatched for the above Ports on TUESDAY, the 28th Instant, at 4 p.m.

This Steamer is fitted with Superior Accommodation for First-class and Second-class Passengers, and is lighted by Electricity throughout.

A duly qualified Doctor is carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Hongkong, September 21, 1897. 1866

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Calcutta*, Captain DURANT, will be despatched for the above Ports on or about TUESDAY, the 28th Instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent, Hongkong, September 21, 1897. 1891

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *T. HANSEN*, Master, will be despatched for the above Port on or about the 6th October.

To be followed by the Steamship *Saint-Nicolas*, on or about the 25th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents, Hongkong, September 20, 1897. 1841

Shipping.

Steamers.

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.

The Co.'s Steamship *Osaka Maru*, Captain C. OLSEN, will be despatched as above on FRIDAY, the 24th Instant, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Hongkong, September 14, 1897. 1844

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship *Holtenauer*, Capt. H. BERGER, will leave for the above Ports on or about SATURDAY, the 25th Instant.

For further Particulars, apply to MELOERS & Co., Agents, Hongkong, Sept. 20, 1897. 1879

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Preussen*, Captain R. NIXON, due here with the outward German Mail about the 24th Instant, will leave for the above Place about 24 hours after arrival.

For further Particulars, apply to MELOERS & Co., Agents, Hongkong, September 20, 1897. 1878

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship *Monarch*, Captain MCARTHUR, will be despatched for the above Ports on TUESDAY, the 28th Instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company and from AUSTRALIA, are available for return by the Steamers of the China Navigation Company, and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, September 30, 1897. 1883

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Patricius*, Captain DUNCAN, will be despatched as above on TUESDAY, the 28th Instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, September 6, 1897. 1792

Sailing Vessels.

FOR BALTIMORE.

The 100 A.L. Hawaiian barque *Iolani*, Captain C. MCCLURE, is loading here for the above Port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Hongkong, September 21, 1897. 1888

FOR NEW YORK.

The S.A.L. American Ship *Idaho*, Captain M. L. PEAR, is loading here for the above Port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Hongkong, September 21, 1897. 1889

FOR PORTLAND, OREGON.

The French barque *Duquesne*, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Hongkong, August 30, 1897. 1729

FOR BALTIMORE.

The S.A.L. American Ship *Idaho*, Captain WALDO, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Hongkong, August 26, 1897. 1714

Not Responsible for Debits.

Neither the Captain, the Agents, nor Owners will be responsible for any Debts contracted by the Officers or Crew, or the following Passengers, during their stay in Hongkong.

TOKYO, Hawaiian barque, Captain CHAI, McCulloch, Shewan, Tomes & Co.

ISLAND REED, American ship, Captain F. D. WALTON, Standard Oil Co.

S. BONNER, American ship, Captain CHAI, S. Bonnell, Standard Oil Co.

Sprague, British schooner, Captain J. PHILLIPS, Standard Oil Co.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Peru (via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama & H'kong), THURSDAY, Sept. 30, at noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama & H'kong), TUESDAY, October 19, at noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama & H'kong), TUESDAY, Nov. 9, at noon.

THE U.S. Mail Steamship *PERU*, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 30th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Pacific lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Freights will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consent to accompany Cargo loaded to points beyond San Francisco in the United States, should be sent to the Company's Office in Seal Envelopes, addressed to the Collector of Customs at San Francisco.

Further Information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent, Hongkong, September 11, 1897. 1830

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAY, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Olympia, 2,608 Tons, Tuesday, Sept. 28, at noon.

Columbia, 2,605 Tons, Tuesday, Oct. 19, at noon.

Tacoma, 2,640 Tons, Tuesday, Nov. 9, at noon.

Victoria, 3,167 Tons, Tuesday, Nov. 30, at noon.

Olympia, 2,608 Tons, Tuesday, Dec. 21, at noon.

Columbia, 2,605 Tons, Tuesday, Jan. 11, at noon.

THE Steamship *OLYMPIA*, Captain TAYLOR, sailing at Noon, on TUESDAY, the 28th September, will proceed to VICTORIA, (B.C.), and PACIFIC COAST, and return to HONGKONG, KOBE and YOKOHAMA.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents, Hongkong, September 7, 1897. 1768

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX.

1890

PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 29th September, at Noon, the Company's Steamship *TAOIS*, Captain FLAMET, with MAIL, PASSENGERS, SPECIES, and CARGO, will leave this Port for MANILA, SHANGHAI, KOBE and YOKOHAMA.

Cargo and Species will be registered for London and other ports, and will be carried in transit through Manilla for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Species and Parcels until 5 p.m., on the 28th Instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

HONGKONG MARKET PRICES.
Corrected to Saturday, September 18, 1897.
At 1200 Cash per Dollar Mexico.

Butcher Meat.	Chinese Name.
Bacon, English, lb.	來路烟猪肉
" Am. Sugar cured, "	花旗烟猪肉
" Fenchow, "	福州烟猪肉
" Japan, cured, "	日本烟猪肉
Beef, Airlin & prime cut, catty	尾龍扒
" Corned, catty	鹹牛肉
" Roast, "	燒牛肉
" Soup, "	湯牛肉
" Steak, "	牛腩
Bullock's Brains, per set	牛腦
" Tongue fresh, each	牛舌
" " corned, "	鹹牛舌
" Head, "	牛頭
" Heart, "	牛心
" Hump, Salt, catty	牛肩
" Feet, each	牛腳
" Kidneys, "	牛腰
" Tail, "	牛尾
" Liver, catty	牛肝
" Tripe (undressed) catty	牛肚
Calves Head and Feet, set	牛仔頭
Hams, American, lb.	花旗火腿
" Chinese, "	金華火腿
" English, Now, "	來路火腿
" Japan cured, "	日本火腿
" Shanghai, "	上海火腿
Mutton Chop, "	羊排
" Leg, "	羊腿
" Shoulder, "	羊肩
Pigs Chittlings, catty	豬蹄
" Feet, "	豬腳
" Fry, "	豬腰
" Head, each	豬頭
" Heart, "	豬心
" Kidneys, pair	豬腰
" Liver, lb.	豬肝
Pork Chop, catty	豬排
" Corned, "	鹹猪肉
" Leg, "	豬腿
" Fat or Lard, "	豬油
Sheep's Head and Feet, set	羊頭
" Heart, each	羊心
" Kidneys, "	羊腰
" Liver, lb.	羊肝
Sheeping Pigs, each	生牛油
Hot Beef, lb.	生牛油
" Mutton, catty	生牛油
Veal, "	生牛油
Poultry.	生口
Chickens, catty	雞仔
Capon, "	雞
Ducks, "	鴨
Doves, each	鴿
Eggs, Hen, doz.	雞蛋
" Duck, "	鴨蛋
Fowls, catty	雞
Geese, "	鴨
Hares, each	兔
Musk Deer, "	麝
Partridges, "	野雞
Pigeons, "	白鴿
Pheasants, brace	上海山雞
Blue Birds, doz.	藍雀
Quail, each	沙雞
Salps, "	火雞
Turkeys, Cook, catty	火雞
" Hen, "	火雞
Teal, each	水鴨
Wild Ducks, pair	上海水鴨
Fish.	海鮮
Barbel, catty	加魚
Bream, "	五加魚
Bombay Ducks, 100 pieces	海魚
C'lon Fresh Water Fish, catty	海魚
Carp, "	海魚
Catfish, "	海魚
Codfish, Salt, "	海魚
Crabs, "	海魚
Cuttle Fish, "	海魚
Dab, "	海魚
Dace, "	海魚
Dog Fish, "	海魚
Eels, Congor, "	海魚
" Fresh water, "	海魚
Eels, Yellow, "	海魚
Fish, "	海魚
Frog, "	海魚
Garoupe, "	海魚
Gudgeon, "	海魚
Gurnard, "	海魚
Herring, "	海魚
" smoked, box	海魚
Halibut, catty	海魚
Lobster, "	海魚
Loach, "	海魚
Macaroni, "	海魚
Minnow, "	海魚
Mud Fish, "	海魚
Shrimp, "	海魚
Squid, "	海魚
Trout, "	海魚
Wahoo, "	海魚
Yellow Perch, "	海魚

Butcher Meat.	Chinese Name.
Bacon, English, lb.	來路烟猪肉
" Am. Sugar cured, "	花旗烟猪肉
" Fenchow, "	福州烟猪肉
" Japan, cured, "	日本烟猪肉
Beef, Airlin & prime cut, catty	尾龍扒
" Corned, catty	鹹牛肉
" Roast, "	燒牛肉
" Soup, "	湯牛肉
" Steak, "	牛腩
Bullock's Brains, per set	牛腦
" Tongue fresh, each	牛舌
" " corned, "	鹹牛舌
" Head, "	牛頭
" Heart, "	牛心
" Hump, Salt, catty	牛肩
" Feet, each	牛腳
" Kidneys, "	牛腰
" Tail, "	牛尾
" Liver, catty	牛肝
" Tripe (undressed) catty	牛肚
Calves Head and Feet, set	牛仔頭
Hams, American, lb.	花旗火腿
" Chinese, "	金華火腿
" English, Now, "	來路火腿
" Japan cured, "	日本火腿
" Shanghai, "	上海火腿
Mutton Chop, "	羊排
" Leg, "	羊腿
" Shoulder, "	羊肩
Pigs Chittlings, catty	豬蹄
" Feet, "	豬腳
" Fry, "	豬腰
" Head, each	豬頭
" Heart, "	豬心
" Kidneys, pair	豬腰
" Liver, lb.	豬肝
Pork Chop, catty	豬排
" Corned, "	鹹猪肉
" Leg, "	豬腿
" Fat or Lard, "	豬油
Sheep's Head and Feet, set	羊頭
" Heart, each	羊心
" Kidneys, "	羊腰
" Liver, lb.	羊肝
Sheeping Pigs, each	生牛油
Hot Beef, lb.	生牛油
" Mutton, catty	生牛油
Veal, "	生牛油
Poultry.	生口
Chickens, catty	雞仔
Capon, "	雞
Ducks, "	鴨
Doves, each	鴿
Eggs, Hen, doz.	雞蛋
" Duck, "	鴨蛋
Fowls, catty	雞
Geese, "	鴨
Hares, each	兔
Musk Deer, "	麝
Partridges, "	野雞
Pigeons, "	白鴿
Pheasants, brace	上海山雞
Blue Birds, doz.	藍雀
Quail, each	沙雞
Salps, "	火雞
Turkeys, Cook, catty	火雞
" Hen, "	火雞
Teal, each	水鴨
Wild Ducks, pair	上海水鴨
Fish.	海鮮
Barbel, catty	加魚
Bream, "	五加魚
Bombay Ducks, 100 pieces	海魚
C'lon Fresh Water Fish, catty	海魚
Carp, "	海魚
Catfish, "	海魚
Codfish, Salt, "	海魚
Crabs, "	海魚
Cuttle Fish, "	海魚
Dab, "	海魚
Dace, "	海魚
Dog Fish, "	海魚
Eels, Congor, "	海魚
" Fresh water, "	海魚
Eels, Yellow, "	海魚
Fish, "	海魚
Frog, "	海魚
Garoupe, "	海魚
Gudgeon, "	海魚
Gurnard, "	海魚
Herring, "	海魚
" smoked, box	海魚
Halibut, catty	海魚
Lobster, "	海魚
Loach, "	海魚
Macaroni, "	海魚
Minnow, "	海魚
Mud Fish, "	海魚
Shrimp, "	海魚
Squid, "	海魚
Trout, "	海魚
Wahoo, "	海魚
Yellow Perch, "	海魚

FIGHTING IN THE PHILIPPINES.
GALLANT VICTORY FOR SPANISH TROOPS.
27 Comercio's correspondent telegraphing from Cebu on 8th September, says: "After a hard walk, General Nunez, with his troop composed of 400 men, reached Alaga at 2 p.m. and were warmly received by the rebels, who were in possession of Cainta, Maunser and Remington rifles, and fired explosive bullets in abundance. In a short time the Spanish succeeded in placing two guns and with these destroyed some of the trenches. The rebels were well entrenched, and it was found impossible to destroy all the entrenchments. From the furious fire that was maintained on the position occupied by General Nunez and staff, it was apparent that the rebels were aware of his presence. The General and two Captains were wounded. In consequence of the serious nature of his wounds, General Nunez appointed Sr. Navarro to the command, and ordered him to sustain the attack. He advised him not to make the soldiers aware that he was wounded, and retired with the doctor and Sr. Callejo only in attendance.
At five o'clock in the afternoon, General Nunez's troops, the insurgents, the Spanish losses were 10 killed, amongst whom is Captain Valenciano Garcia Redondo and 32 wounded. The rebels' loss is not yet known. The Church, convent and all the principal houses have been burned.
A correspondent to the same newspaper, writing from Tagaytay, says: "At 4 o'clock on the morning of the 8th inst. about 300 rebels, in combination with another body situated at the other side of the river Eira, entered and attacked this town. They divided themselves into three groups, one going in the direction of the Castle of Pagulian, taking possession of the telegraph station, situated at the gate of the town, one went in the direction of the goal, and the third body went along the principal road, with the intention of holding Government House. The rebels, after obtaining possession of the telegraph station, asked for the chief manager, and he has not on the premises they destroyed the apparatus, and the whole line of communication. The other groups were regulated by the brave Sr. Lorie, who then proceeded towards the telegraph station and defeated the rebels. The firing lasted one hour, after which time the insurgents left the place altogether. The Spanish troops sustained no losses, but an old woman and a child who were in a house invaded by the rebels were killed by the Spanish musketry. The loss of the rebels is very great. On the first day 75 were buried. On the second day 94, while about 200 are left in the plantation ground. Amongst the dead was their leader, named Emeterio.

REFLECTIONS OF A BACHELOR.
One little corn that has just come in all a girl will ever grow up to be a young man dressed for women, old men for themselves, and the rest dress because they have to.
A man has lots of faith in a woman till she begins to tell him what color of neckties he ought to wear.
A woman is never afraid of a woman, but she often gets a curious delight out of being afraid she might be afraid of one.
The average girl spends half her time not seeing jokes and the other half going around seeing subtle meanings in things where there ain't any.
A woman often says a thing that hasn't any meaning because she knows the men will think out a meaning for it and think she meant it.
RIFF PIRATES.
The Mutual steamer Onyia, which arrived outwards yesterday, and proceeded eastward this morning, was the means of rendering very grateful help to the crew of the Italian barque Fidiuca, of Genoa, on her way out. In the Western Mediterranean the Onyia fell in with the unfortunate barque, lying helpless. She had been boarded by Riff Pirates, ghastly cutthroats who inhabit the north coast of Africa, between Morocco and Algiers, within a day or two of Gibraltar.
The pirates had attacked the barque in two boats, the first one boarding under the pretence of trade. When the attack was made, most of the crew slipped down into the hold, and left the pirates to do what they liked. Everything they considered of value was taken off, and not content with this pillage, they deliberately smashed and destroyed all they could not carry away. The lamps were shattered and the oil thrown overboard; the tanning rigging was cut, and the sails rendered useless; all the food was taken, and eight of the crew were left without food or water in the helpless vessel.
Worst of all, the captain and two of the crew were taken off, presumably to be held to ransom, and those on board were in as much plight, when the Onyia fell in with them, as days later. Capt. Davies gave them food and water for eight days, a compass, and rendered them what aid he could, the poor wretches showing extravagant signs of gratitude.
On arrival at Malta, the occurrence was reported to the Italian Consul-General, who stated that he would immediately request his Government to send a gun-boat to look into the matter.
But for the timely aid of the Onyia, there is little doubt that most of the crew would have perished, which was perhaps what the crew of a Spanish felucca, that was hugging round the dismantled vessel, was waiting for.—Singapore Free Press, Sept. 15.

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CHINA COAST METEOROLOGICAL REGISTER.
September 21st.—At 4 P.M.
Station. Barometer. Temperature. Wind. Rain. Humidity.
Witstock. 29.82 77 10 NW 4 0
Tokio. 29.82 77 10 NW 4 0
Kobe. 29.82 77 10 NW 4 0
Nagasaki. 29.82 77 10 NW 4 0
Yokohama. 29.82 77 10 NW 4 0
Shanghai. 29.82 77 10 NW 4 0
Hongkong. 29.82 77 10 NW 4 0
Canton. 29.82 77 10 NW 4 0
Amoy. 29.82 77 10 NW 4 0
Swatow. 29.82 77 10 NW 4 0
Hankow. 29.82 77 10 NW 4 0
Peking. 29.82 77 10 NW 4 0
Tientsin. 29.82 77 10 NW 4 0
Harbin. 29.82 77 10 NW 4 0
Manchuria. 29.82 77 10 NW 4 0
Siberia. 29.82 77 10 NW 4 0
Russia. 29.82 77 10 NW 4 0
Japan. 29.82 77 10 NW 4 0
China. 29.82 77 10 NW 4 0
India. 29.82 77 10 NW 4 0
Australia. 29.82 77 10 NW 4 0
New Zealand. 29.82 77 10 NW 4 0
South America. 29.82 77 10 NW 4 0
Africa. 29.82 77 10 NW 4 0
Europe. 29.82 77 10 NW 4 0
Asia. 29.82 77 10 NW 4 0
Oceania. 29.82 77 10 NW 4 0
Antarctica. 29.82 77 10 NW 4 0
Arctic. 29.82 77 10 NW 4 0
Equatorial. 29.82 77 10 NW 4 0
Polar. 29.82 77 10 NW 4 0
Subtropical. 29.82 77 10 NW 4 0
Subarctic. 29.82 77 10 NW 4 0
Tropical. 29.82 77 10 NW 4 0
Temperate. 29.82 77 10 NW 4 0
Continental. 29.82 77 10 NW 4 0
Maritime. 29.82 77 10 NW 4 0
Mountain. 29.82 77 10 NW 4 0
Valley. 29.82 77 10 NW 4 0
Coastal. 29.82 77 10 NW 4 0
Inland. 29.82 77 10 NW 4 0
Urban. 29.82 77 10 NW 4 0
Rural. 29.82 77 10 NW 4 0
Forest. 29.82 77 10 NW 4 0
Desert. 29.82 77 10 NW 4 0
Tundra. 29.82 77 10 NW 4 0
Savanna. 29.82 77 10 NW 4 0
Steppe. 29.82 77 10 NW 4 0
Prairie. 29.82 77 10 NW 4 0
Marsh. 29.82 77 10 NW 4 0
Swamp. 29.82 77 10 NW 4 0
Lake. 29.82 77 10 NW 4 0
River. 29.82 77 10 NW 4 0
Sea. 29.82 77 10 NW 4 0
Ocean. 29.82 77 10 NW 4 0
Atmosphere. 29.82 77 10 NW 4 0
Soil. 29.82 77 10 NW 4 0
Vegetation. 29.82 77 10 NW 4 0
Animals. 29.82 77 10 NW 4 0
Plants. 29.82 77 10 NW 4 0
Fungi. 29.82 77 10 NW 4 0
Bacteria. 29.82 77 10 NW 4 0
Viruses. 29.82 77 10 NW 4 0
Protozoa. 29.82 77 10 NW 4 0
Insects. 29.82 77 10 NW 4 0
Mammals. 29.82 77 10 NW 4 0
Birds. 29.82 77 10 NW 4 0
Reptiles. 29.82 77 10 NW 4 0
Amphibians. 29.82 77 10 NW 4 0
Fish. 29.82 77 10 NW 4 0
Marine. 29.82 77 10 NW 4 0
Freshwater. 29.82 77 10 NW 4 0
Aquatic. 29.82 77 10 NW 4 0
Terrestrial. 29.82 77 10 NW 4 0
Aerial. 29.82 77 10 NW 4 0
Subterranean. 29.82 77 10 NW 4 0
Cosmic. 29.82 77 10 NW 4 0
Celestial. 29.82 77 10 NW 4 0
Terrestrial. 29.82 77 10 NW 4 0
Aquatic. 29.82 77 10 NW 4 0
Aerial. 29.82 77 10 NW 4 0
Subterranean. 29.82 77 10 NW 4 0
Cosmic. 29.82 77 10 NW 4 0
Celestial. 29.82 77 10 NW 4 0

